

Section III. Recommendations

Recommendation #1 – The Legislature should adopt a comprehensive transportation finance plan addressing state and local needs. The attributes of this plan should include the following:

- It should provide tools at the state and local levels to finance needed transportation improvements. Tools to be considered may include, but are not limited to the following:
 - shift in state budgets to transportation;
 - registration fees;
 - drivers license fees;
 - fuel taxes;
 - impact fees;
 - sales taxes attributed to transportation related products;
 - general sales taxes;
 - taxes on hotel rooms;
 - fees on rental cars; and
 - others.
- It should provide for accountability at all levels of jurisdiction for the use of funds generated.
- It should provide flexibility at the state and local levels in the application of these tools.
- It should recognize the differences in travel patterns, needs, and issues between the rural and urban communities of our state.
- In all cases, proposed revenue sources will be examined with full public dialogue, a consideration of the merits for each proposal and its impacts at the local and state levels, and any other issues relevant to its potential implementation.

Recommendation #2 – The Centennial Highway Fund should receive additional General Fund infusions through completion of the projects and retirement of the debt. A plan for completing the projects to be built under this program should be prepared to include a list of projects, finance structure, and timeline based on current conditions. UDOT and the State Transportation Commission should provide the basis for this plan in consultation with the Legislature. The Legislature should identify ways to retire the existing debt, preserving existing General Fund monies to ensure the ability to service current debt payments. UDOT's reanalysis of the CHF will be due to the Legislature no later than August 2004.

Recommendation #3 – Refine the financial estimates of the long-term transportation needs. The UDOT, the MPOs, and the transit agencies should be directed to assess critical transportation needs and return to the Legislature in August 2004 with a solid list of funding requirements for future projects. The planning horizon for this effort is five to seven years. This work should include necessary scoping and budget analysis to provide the Legislature with sufficient information to render informed and appropriate decisions relating to any potential transportation finance plan. Prior to the end of the 2004 legislative session, funding should be established by the Legislature for accomplishing this work.

Recommendation #4 – UDOT should broaden criteria for prioritizing transportation projects.

The UDOT, the MPOs, and the transit agencies should explore the means by which congestion relief and economic development can be incorporated into their transportation planning and prioritization process and report back to the Legislature with recommendations no later than August 2004.

Recommendation #5 – Develop and adopt a long-range, statewide, multimodal transportation plan.

The UDOT, all transit districts, and all MPOs should prepare a comprehensive, unified, multi-model 30-year statewide transportation plan that includes state and regionally significant local facilities.

Recommendations #6 – Review the nature and role of transit districts. The Legislature should examine the nature of transit districts in Utah and consider their organizational structure, governance, jurisdiction, relationship with local and state governmental entities, and assess their effectiveness. (See key questions in Appendix H.)

Recommendation #7 – Coordinate land use development and transportation planning. The UDOT should develop a plan whereby transportation impacts resulting from local land development decisions will be recognized, addressed, and necessary improvements effected due to on-going economic development initiatives in local communities. UDOT should consult with the State Transportation Commission, the League of Cities and Towns, the Utah Association of Counties, the MPOs, and the Joint Highway Committee in developing this proposed plan. Elements of the plan should include coordination of local government development activities with UDOT, how traffic impacts will be assessed and accounted for, the role of the State Transportation Commission and UDOT in the coordination of these efforts, and other elements necessary to ensure responsibility and accountability. The draft plan should be provided to the Legislature in July 2004.

Recommendation #8 – Strengthen corridor preservation tools to better address future infrastructure requirements. The current corridor preservation fund should be retained and available revenues should be increased.

Recommendation #9 – Establish comprehensive financial management procedures. The Legislature should adopt a procedure for auditing the use of B&C road funds at the local level to ensure that these funds are used for their constitutional purpose and to supplement not supplant local funds already committed to transportation. The state auditor's office should be assigned with the implementation of this recommendation.

Recommendation #10 – Reassess the maintenance requirements of the statewide transportation system. The UDOT should provide the Legislature with a comprehensive assessment and prioritization criteria of the maintenance needs for the state transportation system no later than August 2004. The Legislature should review UDOT's maintenance assessment and determine how it will address the funding shortfall that exists so that the state's critical infrastructure is maintained in a proper and timely manner.

Recommendation #11 – Prioritize congestion relief and commuter services. The Legislature and

State Transportation Commission should continue to fund congestion relief and commuter services. The UDOT should increase the use of traffic demand management strategies including traffic signal optimization initiatives, incident response teams, and CommuterLink services.

Recommendation #12 – Strengthen regional planning and coordination, particularly along the Wasatch Front. MPOs that have contiguous boundaries should coordinate transportation plans, project priorities, and transportation improvement programs and should submit these to UDOT and present them to the Legislature as comprehensive, seamless plans. The Wasatch Front Regional Council, Mountainland Association of Governments, UTA, and UDOT should strengthen the work of the Joint Policy Advisory Council in their joint planning and coordination activities. (See recommended legislation in Appendix K.)

Recommendation #13 – Improve environmental stewardship. The Division of Air Quality air quality planning process, including SIPs, should involve UDOT and the MPOs as full partners. Priority should be given to developing air quality plans to ensure that there are no further conformity lapses, particularly related to mobile source budgets.

Recommendation #14 – Reauthorize the Transportation Planning Task Force. The members of the Task Force recommend reauthorization of the Task Force for one year to review the various plans recommended in this report and to address additional transportation planning issues. (See recommended legislation in Appendix K.)